



Completion of State Route 241: Foothill Transportation Corridor - South (FTC-S)



Transportation Corridor Agencies

www.ftcsouth.com

September 12, 2007

TRANSPORTATION CORRIDOR AGENCIES

- **Two government agencies operating a 51-mile toll road system in Orange County.**
- **Completion of State Route 241 is the final 16 miles of the planned 67-mile system.**

The Foothill/Eastern Board members include:

- Dana Point *
- San Clemente *
- San Juan Capistrano *
- Anaheim
- Irvine
- Lake Forest
- Mission Viejo
- Orange
- Rancho Santa Margarita
- Santa Ana
- Tustin
- Yorba Linda
- County of Orange 3rd, 4th and 5th* Districts

* *Within the Coastal Zone*



Transportation Corridor Agencies

www.ftcsouth.com

PROJECT HIGHLIGHTS

- **Needed Relief for Worsening I-5 Traffic Congestion**
- **Enhanced Public Access to Coastal Recreational Areas**
- **Protects and Improves Existing Beach Access Trails, Including Trails to Trestles**
- **No Significant Impact to Temporary State Park Recreational Facilities**
- **Increase Lower Cost Overnight Visitor Accommodations**
- **Significant Water Quality Improvements for I-5 Runoff into San Mateo and San Onofre Creeks**
- **Trestles and Other Surf Breaks Will Be Unaffected**
- **Significant Habitat Protections and Benefits for Regional Biological Resources**
- **Project Includes 'Green' Road Development Features**
- **Enhanced Public Safety**
- **New National Security and Military Improvements**
- **Least Environmentally Damaging, Feasible Alternative**

EXECUTIVE SUMMARY

- **Traffic congestion is a problem in Southern California and is projected to get much worse between Orange County and San Diego County. Traffic has a major adverse impact on access to the coast** *(see page 6)*.
- **The extension of State Route 241 is the completion of Orange County's 67-mile public toll road network. The preferred alignment is the result of more than 20 years of planning** *(see pages 4 & 42)*.
- **Dozens of alternatives were analyzed to determine how to best manage the projected traffic growth with the least impact to the natural environment and the surrounding coastal communities** *(see pages 42, 43 & 44)*.
- **Bridges over San Mateo and San Onofre Creek have been designed to minimize wetland impacts to 0.011 acre** *(see page 33)*.
- **This project includes extensive mitigation programs within the Coastal Zone** *(see pages 35 & 36)*.
- **San Onofre State Beach is leased from the Federal government. The lease expires in 14 years. The Federal government retained the right to approve roads in the park lease area** *(see pages 13, 14 & 15)*.

Coastal Zone Benefits

- **The project includes significant water quality treatment systems including a two-mile stretch of Interstate 5 that currently has no run off treatment systems** *(see pages 22, 23, 24, 25 & 26)*.
- **Access to the coast will be improved** *(see pages 8, 9, 10, 11 & 12)*.
- **Opportunities to increase camping at California's State Parks** *(see pages 17, 18, 19, 20 & 21)*.

The Truth about the Trestles Surf Break *(see pages 27, 28, 29, 30 & 31)*.

Opportunities for a Green Road *(see page 37)*.



Regional Location Map



(4/2004)

Existing Conditions



(4/2004)

**Existing Conditions
with Project**

NEEDED RELIEF FOR WORSENING I-5 TRAFFIC CONGESTION

- **Completion of SR 241 will greatly reduce congestion on I-5 and arterial roads.**
 - Each weekday on I-5, 126,000 vehicles cross the Orange County/San Diego County line (2001).
 - 2025 - 60% increase (201,000 trips per day).
 - Weekend traffic is projected to be higher still, by 20% - 25%.

- **Completion of SR 241 greatly reduces travel times.**
 - Without completion of SR 241, travel time on I-5 from Oso Parkway to the Orange/San Diego County line is estimated to be 60 minutes in 2025 (weekday PM peak).
 - With completion of SR 241, the travel time for the same distance is estimated at 25 minutes on I-5, while travel time on SR 241 will be 16 minutes (weekday PM peak).

- **Longtime major component of SCAG and SANDAG regional transportation plans (RTPs) and models for 25 years.**



Without Project



With Project

Travel Times (2025 Weekday Southbound PM Peak)

ENHANCED PUBLIC ACCESS TO COASTAL RECREATIONAL AREAS

- **Public access to beaches in northern San Diego County and southern Orange County is presently severely constrained by traffic congestion.**
 - Especially along I-5 during peak recreational periods such as weekends and holidays.
 - Significant congestion spills over onto local streets as drivers attempt to avoid I-5 congestion.
- **Completion of SR 241 will maximize public access to coastal areas by reducing traffic congestion.**
 - Provides alternative to I-5, which is currently the only practical route to coastal recreational uses in southern Orange County and northern San Diego County.
 - Reduced weekend traffic congestion will significantly benefit coastal recreational users and enhance coastal access for inland residents.
- **Provides a key connection to coastal recreational areas from inland areas.**
 - San Bernardino County:
Barstow, Big Bear, Chino, Claremont, Colton, Fontana, Joshua Tree, Lake Arrowhead, Ontario, Pomona, Rancho Cucamonga, Redlands, San Bernardino, Upland, Victorville, Yucca Valley
 - Riverside County:
Beaumont, Coachella, Corona, Idyllwild, Indio, Lake Elsinore, Moreno Valley, Murrieta, Palm Desert, Palm Springs, Rancho Mirage, Riverside,



Regional Connections



Coastal Zone

Existing 241

To San Diego

To Los Angeles

**Regional Connections
with Project**

ENHANCED PUBLIC ACCESS TO REGIONAL COASTAL RECREATIONAL AREAS

- Completion of SR 241 will improve access to all visitor serving beach destinations from Crystal Cove State Park, to the beaches of south Orange County, to the beaches of Oceanside in north San Diego County.



ENHANCED PUBLIC ACCESS TO LOCAL COASTAL RECREATIONAL AREAS

- Reduces local congestion in the beach cities of San Clemente, San Juan Capistrano, Dana Point and others.



Traffic Congestion on Local Streets

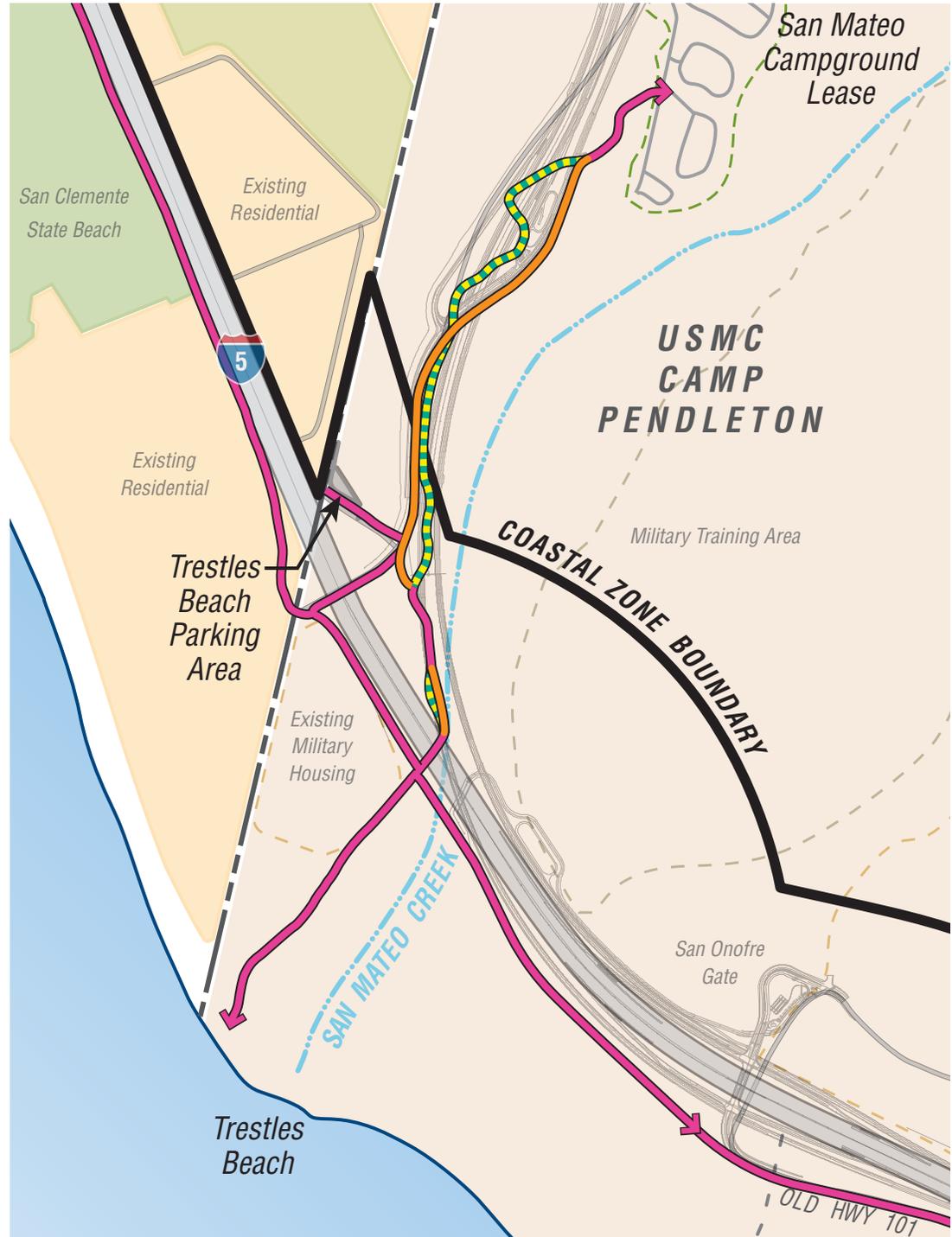
PROTECTS AND IMPROVES EXISTING BEACH ACCESS TRAILS, INCLUDING TRAILS TO TRESTLES.

- Pedestrians will be protected from construction activities through temporary trail detours, as required.
- Beach access will always be provided.

- Existing Trail to Remain
- Proposed Realignment of Trail
- Existing to be Replaced



Existing trail from I-5 to beach preserved.



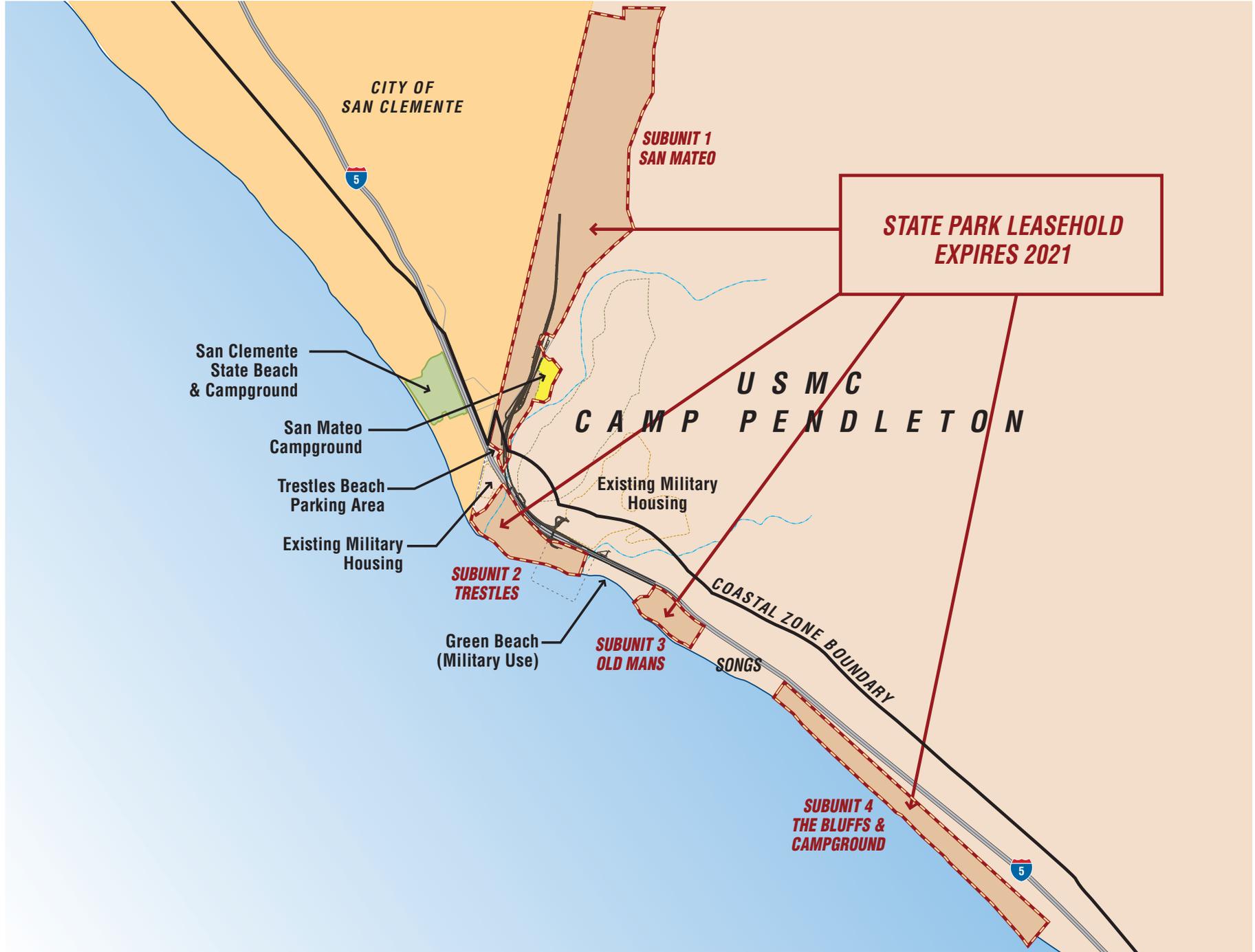
NO SIGNIFICANT IMPACTS TO TEMPORARY STATE PARK RECREATIONAL FACILITIES

■ **San Onofre State Beach (SOSB) leasehold is not state-owned parkland. Lease expires 2021.**

- SOSB is located on lands temporarily leased from the Federal Government for a token fee (\$1 for 50 years), and lies wholly within the boundaries of MCB Camp Pendleton.
- State Parks entered into lease with understanding that the Federal Government reserved rights for roads.
- This lease expires in fourteen years.
- The lease may be renewed under two conditions: 1) Camp Pendleton must agree; and 2) the State must pay fair market rent for the land.

■ **The SR 241 extension does not significantly impact any recreational facilities or campsites within the Coastal Zone.**

- Public trail access from San Mateo Campground outside of the Coastal Zone to the beach will be open at all times during construction.
- No existing campsites will be displaced.
- The existing beach campsites at 'San Onofre Bluffs' (SOSB subunit 4), are about 200 feet from existing I-5. This campground has no soundwall and lies adjacent to the very active BNSF/Amtrak railway.
- Public trail access from the designated Trestles Beach parking area is not impacted.

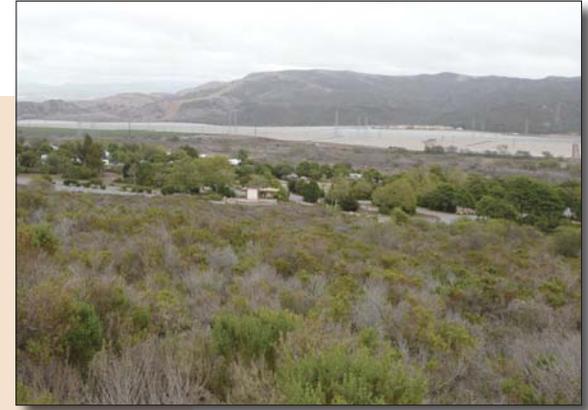
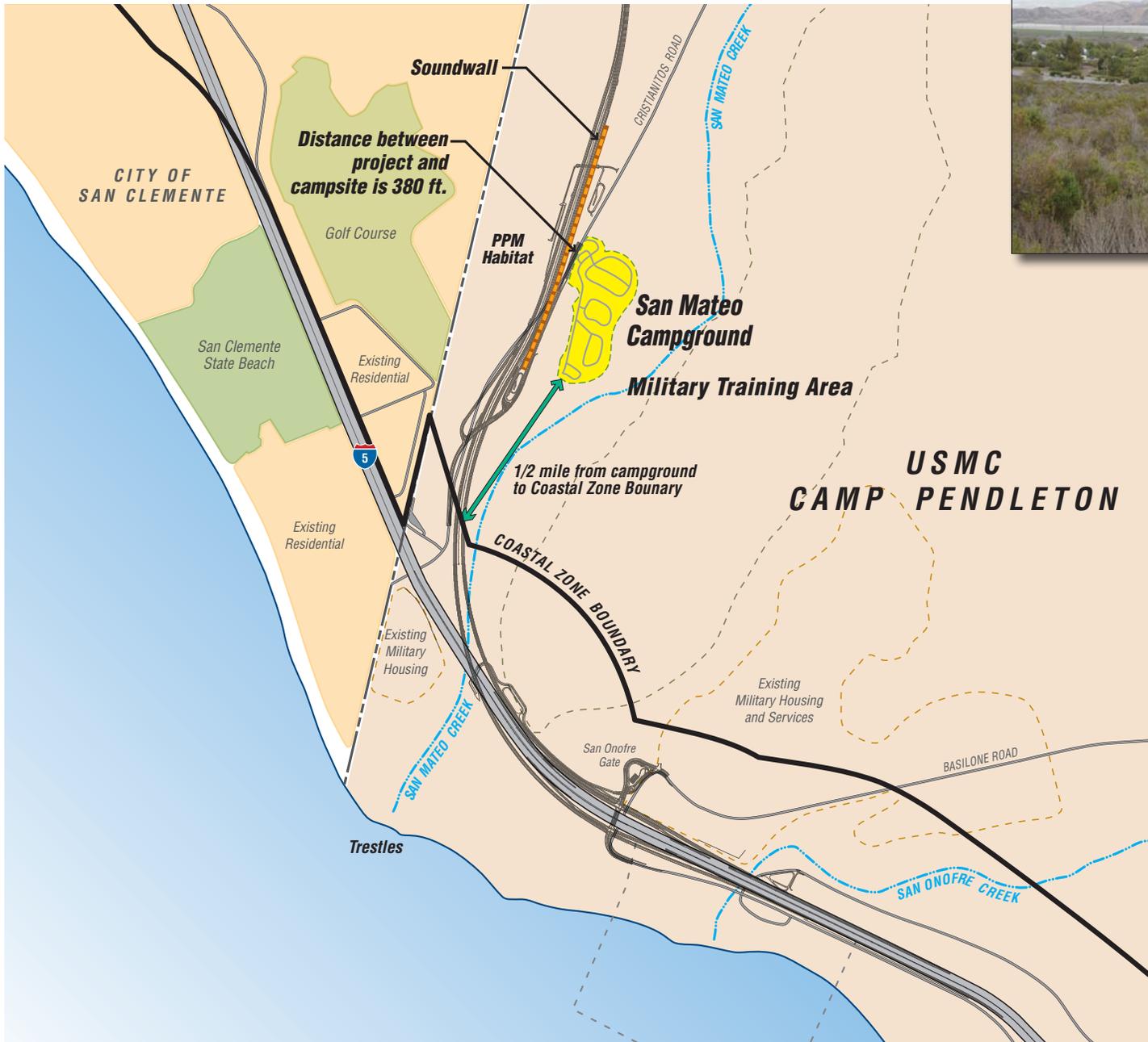


State Park Leasehold - Expires 2021

NO SIGNIFICANT IMPACTS TO TEMPORARY STATE PARK RECREATIONAL FACILITIES

▪ **San Mateo Campground**

- One-half mile outside Coastal Zone
- On temporary leasehold expiring in 2021
- No loss of campsites
- SR 241 will be more than 380 feet from the closest campsite and separated from the campground by relocated Cristianitos Road and a 16 foot high sound wall.
- Already impacted by adjacent ongoing military training activities (soon to be expanded in conjunction with the Marine's anti-terrorism mission)
- Already adjacent to existing two-lane Cristianitos Road



San Mateo Campground - Existing view from Cristianitos Road

San Mateo Campground (outside Coastal Zone)

INCREASE LOWER-COST OVERNIGHT VISITOR ACCOMMODATIONS

- **Several proposals have been and are continuing to be advanced to State Parks to provide funding to increase the number of coastal campsites and improve camping facilities, such as financial contributions for:**
 - Improvements at San Onofre Bluffs Campground, in SOSB Subunit 4.
(Figures 1 through 4)
 - Crystal Cove State Park Cottages renovation and maintenance.
(Figure 5 and 6)
 - Improvement of additional coastal campsites at Crystal Cove State Park/El Moro Campground (currently there are 60 planned but unfunded campsites, picnic facilities, beach parking).
(Figures 7 and 8)
 - New campsites or improvements at San Clemente State Beach.
(Figures 9 and 10)
 - Fair market value lease payments for SOSB lease extension beyond 2021 (including Upper Trestles, Lower Trestles, and Churches surf breaks).



State Parks and Campgrounds within Coastal Zone



Figure 1



Figure 2

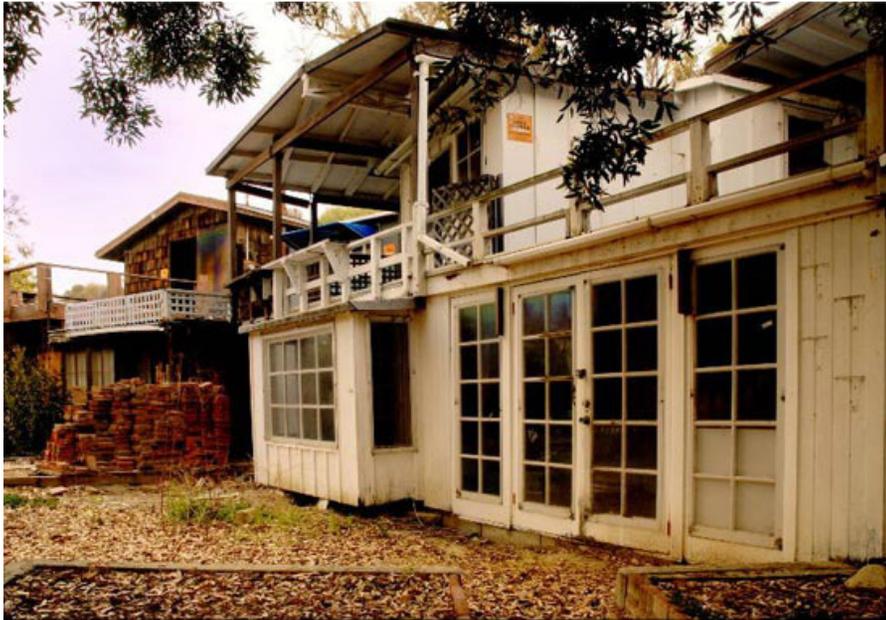


Figure 3



Figure 4

San Onofre Bluffs Campground



www.crystalcovealliance.org

Figure 5 - Cottages



www.crystalcovealliance.org

Figure 6 - Cottages



Figure 7 - El Moro Campground: 60 unfunded campsites



Figure 8 - El Moro Campground

Crystal Cove State Park: Cottages and El Moro Campground



Figure 9



Figure 10

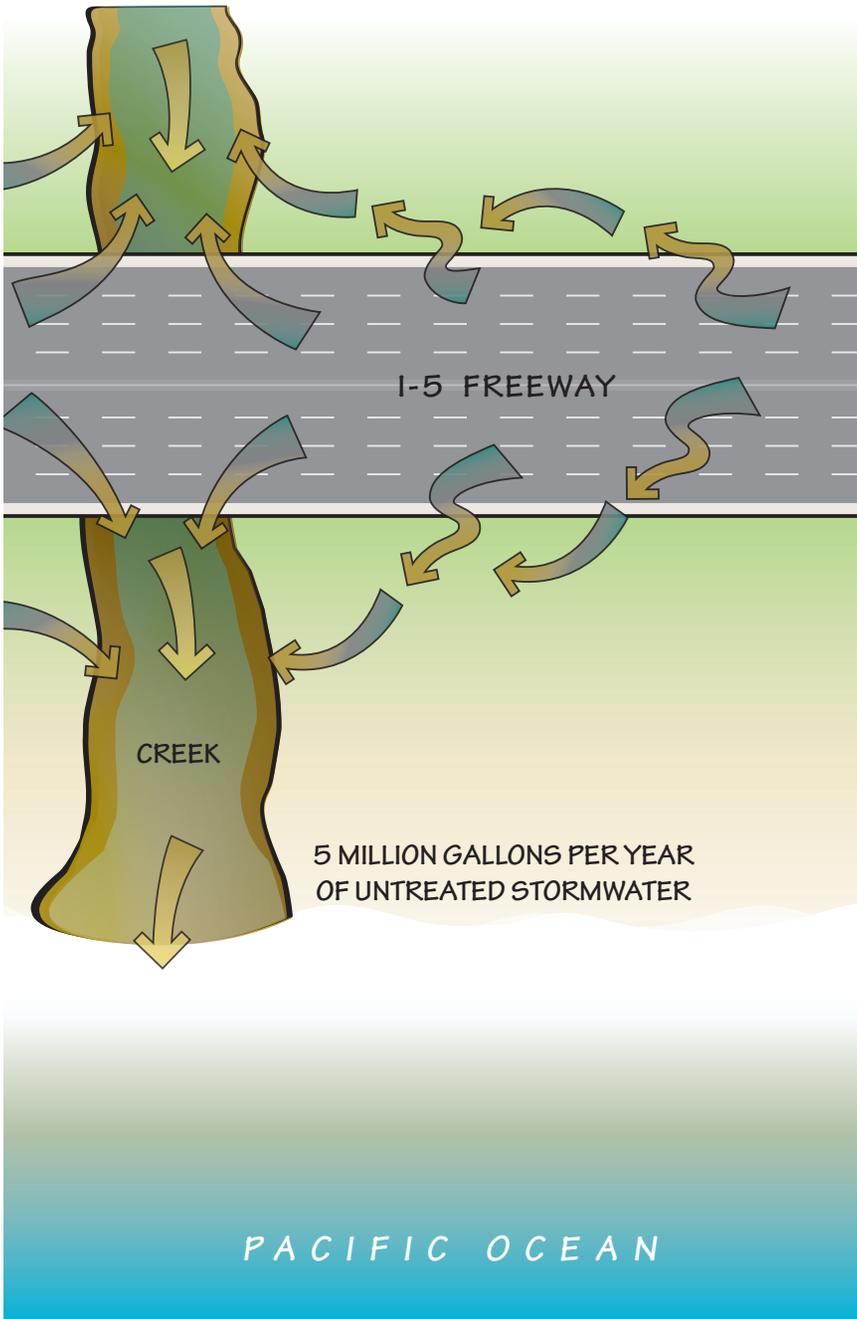
SIGNIFICANT WATER QUALITY IMPROVEMENTS FOR I-5 RUNOFF INTO SAN MATEO AND SAN ONOFRE CREEKS

- **Within the Coastal Zone, FTC-S will treat all first-flush storm water runoff along a two-mile stretch of existing I-5, that is presently untreated (approximately five million gallons per year).**
 - This polluted storm water is currently untreated and drains to San Onofre and San Mateo Creeks, and ultimately, the ocean.
 - Treatment of I-5 runoff, 85th percentile one-hour storm event
 - Incorporation of Best Management Practices (BMP) based on extensive scientific research on water quality treatment performance
- **Within and outside the Coastal Zone, runoff from the entire length of SR-241 will be managed by a full suite of BMPs based on a five-year study, the BMP Retrofit Pilot Program, conducted jointly by the Natural Resources Defense Council, Santa Monica Baykeeper, San Diego Baykeeper, EPA, and Caltrans, along with an extensive list of technical experts and other agencies.**
- **State-of-the-art water quality treatment system has been designed throughout the project to include:**
 - Vegetated swales and vegetated strips
 - Extended detention basins
 - Sand filters in the Coastal Zone and where outletting to Coastal Zone
 - Native vegetation
 - Design Pollution Prevention BMPs (outlet erosion protection, preservation of vegetation, slope/surface protection)
 - Newly created wetlands
- **Extensive water quality monitoring program approved by RWQCB to be conducted.**
- **TCA to monitor Caltrans maintenance of water quality facilities for first five years.**



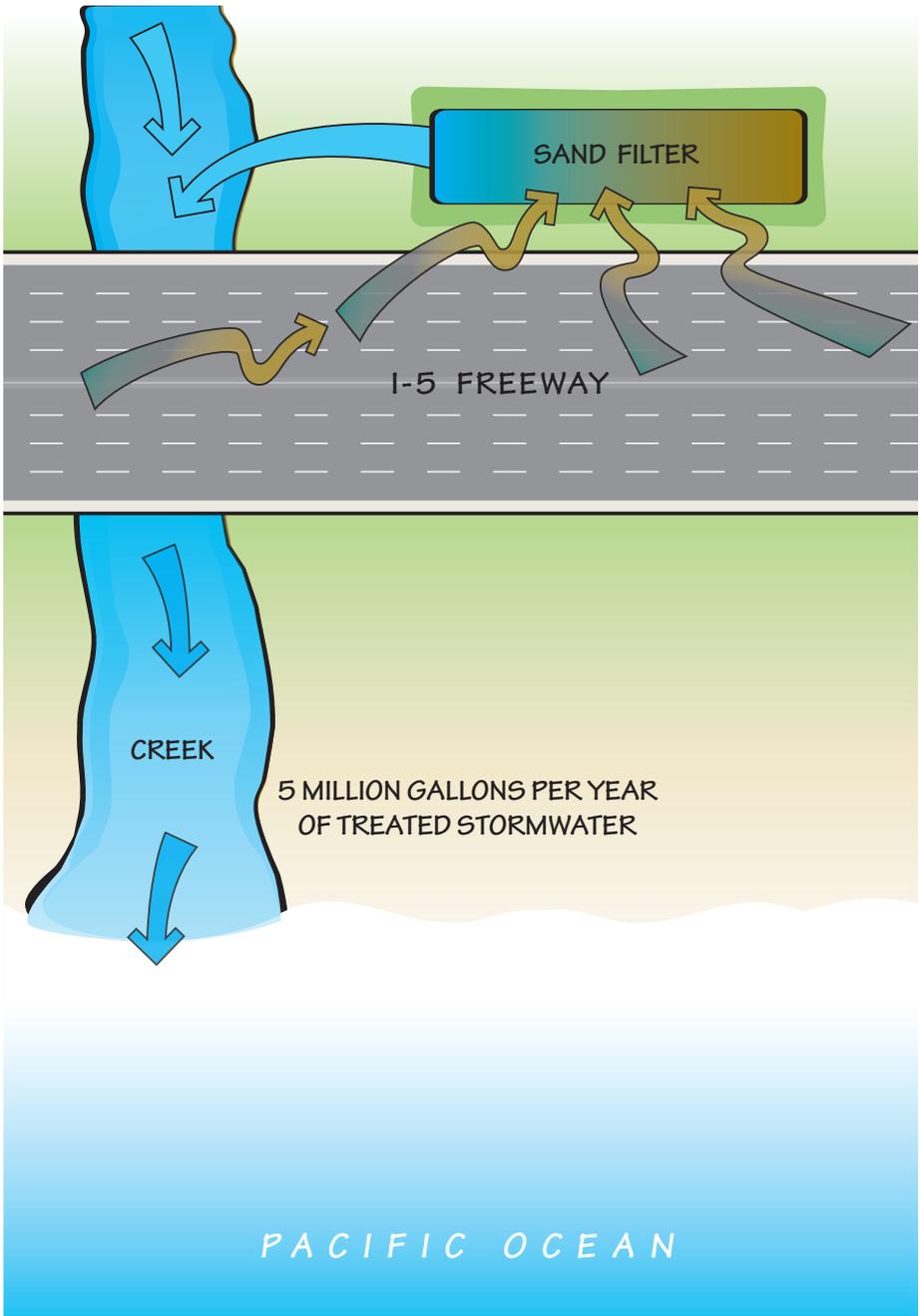
-  Vegetated Swale
-  Sand Filter Basin
-  Extended Detention Basin
-  2 miles of I-5 Runoff (currently without stormwater treatment) to be captured and treated within the project area (85th percentile one-hour storm event)

Location of Water Quality Improvements



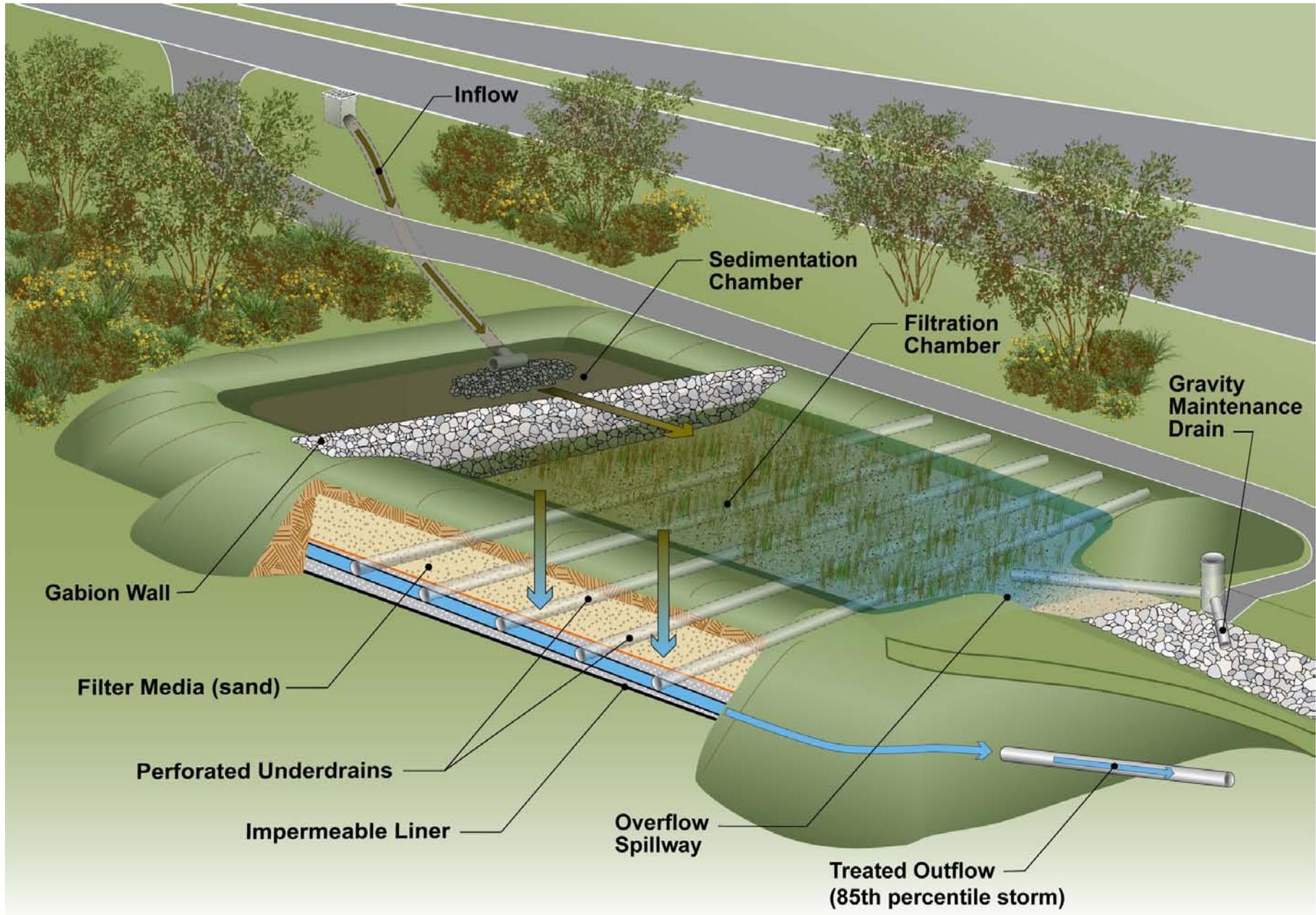
BEFORE

I-5 Storm Water - Without Project



AFTER

I-5 Storm Water - With Project



Austin Sand Filter Schematic - Earthen Type / Partial Sedimentation



Operating Sand Filter (Example)

TRESTLES AND OTHER SURF BREAKS WILL BE UNAFFECTED

- **No significant adverse impacts on public views from Trestles Beach.**
- **New spectacular public views will be provided for users of SR 241 connectors.**
- **The world-class surfing at Trestles exists despite the long-term presence of existing I-5, Old Highway 101, the BNSF train tracks and trestles, and the sand plug (which breaks through approximately once every 2 years) at the mouth at the creek.**
- **Sediment impact of the SR 241 completion will be miniscule on San Mateo Creek. (In total, both within and outside of the coastal zone, only 0.2% of the watershed will be affected. Project intentionally designed to be sediment-neutral.)**
- **Technical studies show the Trestles surf break depends on the offshore cobble shelf, NOT on fine sediment flow from San Mateo Creek or longshore currents.**
- **Water quality features will improve water quality of storm water that currently drains from I-5 to the ocean at Trestles Beach.**



Trestles Beach



Existing Conditions



Mitigated Visual Simulation (5 years)



Existing Conditions



Mitigated Visual Simulation (5 years)

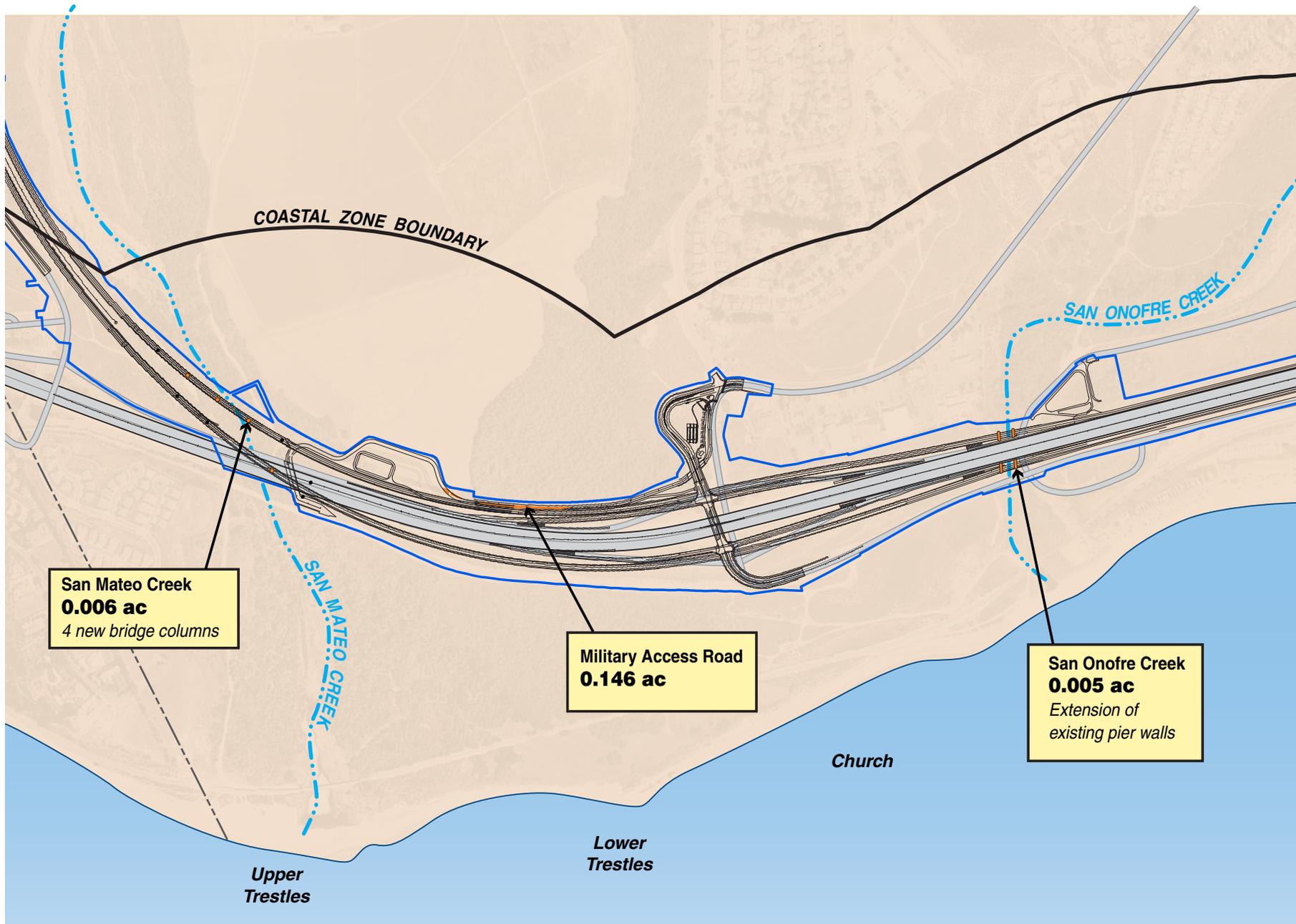
View from Trail



Trestles Cobble Beach

SIGNIFICANT HABITAT PROTECTIONS AND BENEFITS FOR REGIONAL BIOLOGICAL RESOURCES

- **Like all transportation facilities, this is a linear project and necessarily involves incidental wetland impacts.**
 - The project has been designed to absolutely minimize wetland impacts.
 - Wetland impacts are an allowable use under Section 30233(a) as an incidental public service necessary to maintain existing traffic capacity; HOWEVER,
- **TCA will nonetheless mitigate for wetland impacts as follows:**
 - 0.16-acre permanent coastal riparian wetland impact will be mitigated within the coastal zone by creation of 1.0 acre of wetlands onsite.
 - Additional mitigation for wetland impacts both inside and outside the coastal zone includes creation and restoration of a 15.03-acre freshwater wetland area adjacent to Tesoro High School (outside the coastal zone).
 - Temporary coastal riparian wetland impacts of 7.70 acres will be mitigated by 1:1 restoration in place.
- **No Pacific Pocket Mouse (PPM) sightings in coastal zone in the project area; extensive avoidance measures.**
- **In an abundance of caution, because PPM habitat exists near the coastal zone and PPM trappings have occurred near the coastal zone, the project includes an extensive PPM Habitat Management Plan.**
 - Establishes a 70-acre PPM management area that straddles the coastal zone.
 - Includes 5,900 linear feet of “mouse barrier” (1,600 feet within the coastal zone), an 18-inch vertical wall, and roadway undercrossing to exclude mice from the roadway.
 - Endows a management account to provide for long-term monitoring and management.
 - Will be approved by USFWS.



Permanent Wetland Impacts (0.16 ac)

SIGNIFICANT HABITAT PROTECTIONS AND BENEFITS FOR REGIONAL BIOLOGICAL RESOURCES

■ **Coastal Sage Scrub (CSS)**

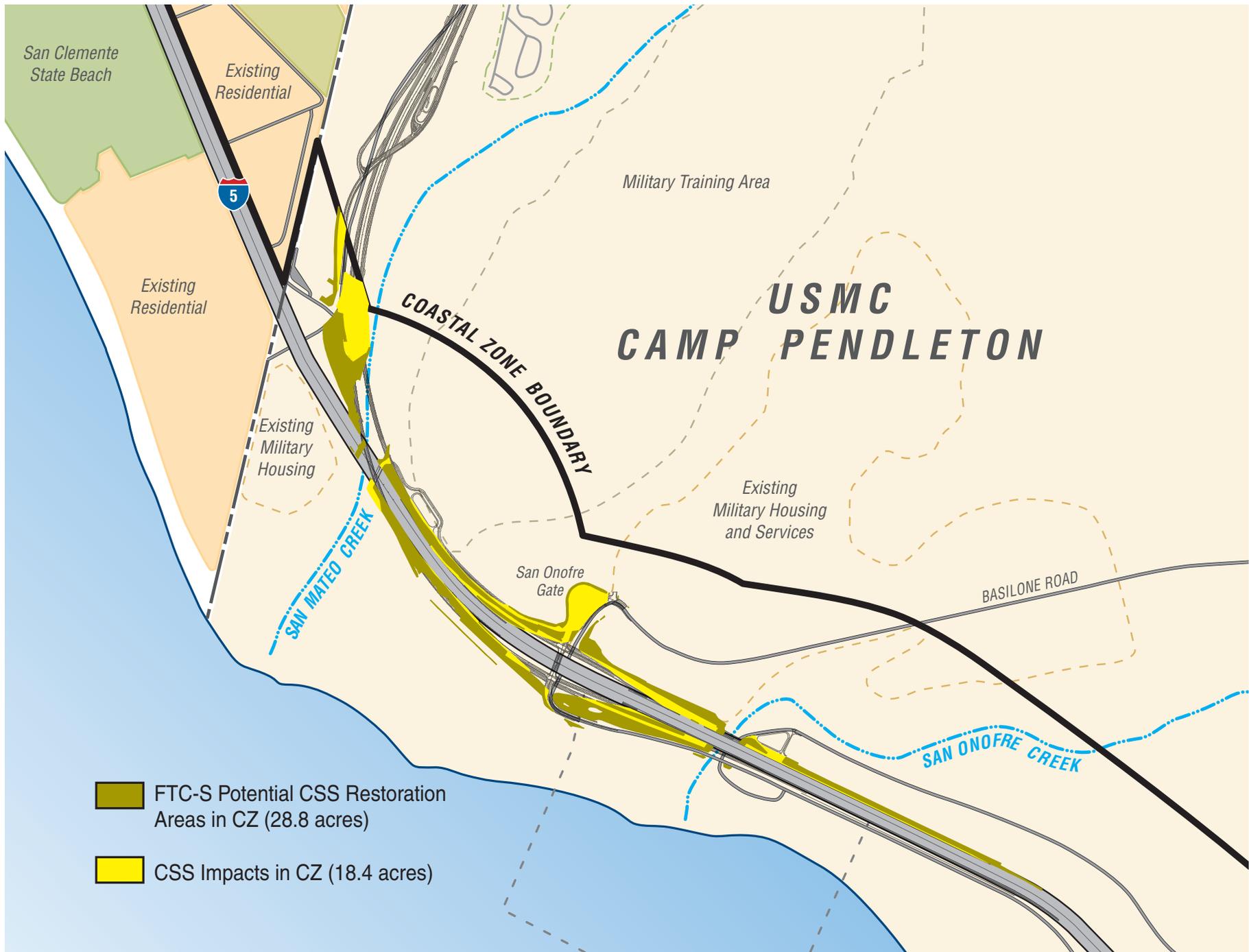
- In 1996, TCA purchased 1,182 acres subject to development pressure and placed it under a conservation easement (Upper Chiquita Canyon Conservation Area).
- This conservation area is part of the Orange County NCCP/HCP.
- Of the 1,182 acres, there are 631 acres of CSS. TCA has 327 acres of credits for the completion of SR 241 that are high quality, gnatcatcher-occupied CSS habitat.
- TCA will restore an additional 585 acres within the conservation area to equally high quality CSS, grassland/ecotone, and oak woodland habitat as part of the overall mitigation program for completion of SR 241 project.

■ **Onsite and offsite restoration of 181.4 acres of CSS for 47.2 acres of temporary and permanent CSS impacts within the coastal zone.**

- 28.8 acres of temporary impact to low-quality CSS vegetation within the project footprint will be replaced at project completion with an equal amount of high-quality CSS.
- 18.4 acres of permanent CSS impact within the coastal zone is proposed to be mitigated by off-site restoration of CSS on 150 acres of disturbed ruderal land in Crystal Cove State Park (mitigation ratio of 8:1). This proposal is subject to State Parks approval.
- A native seed mix will be used within the SR-241 extension disturbance limits.

■ **Habitat Mitigation and Monitoring Program (HMMP)**

- A comprehensive HMMP will be completed for all coastal mitigation areas to the satisfaction of Coastal Commission staff.



-  FTC-S Potential CSS Restoration Areas in CZ (28.8 acres)
-  CSS Impacts in CZ (18.4 acres)

Coastal Sage Scrub Impacts and Restoration



Candidate Areas Offsite Mitigation - Crystal Cove State Park

PROJECT INCLUDES DESIRABLE PRECEDENTS FOR 'GREEN' ROAD DEVELOPMENT

■ Greenhouse gas neutral.

- Improved travel speeds will result in reduced CO2 emissions
- Solar panels at toll plazas and booths.

■ Utilization of green construction practices and materials when feasible.

- All diesel powered construction equipment will have latest emission control devices such as diesel oxidation catalysts and diesel particulate filters verified by the Air Resources Board (ARB) to reduce emission of diesel soot and particulate matter, smog-forming nitrogen oxides, and greenhouse gases.
- Construction equipment operators will be required to turn off equipment engines when not in use to reduce emissions of particulates, nitrogen oxides, and greenhouse gases released while engines are idling.
- Construction equipment operators to be required to use cleaner diesel or diesel alternative fuels, such as biodeisel, low sulfur diesel, ultra low sulfur diesel, or emulsified diesel.
- Any concrete or asphalt removed during project construction will be recycled.
- Use of environmentally friendly concrete and asphalt alternatives and practices will be employed as feasible, such as:
 - *Use of recycled tires as an asphalt component*
 - *Minimizing the use of Portland cement and maximizing the use of supplementary cementitious materials*
 - *Minimizing the use of natural rocks and sand as aggregates*
 - *Maximizing the use of recycled concrete as aggregates*
 - *Maximizing the use of recycled and non-potable water as a concrete mix*
 - *Designing for a service life of 100 to 150 years*

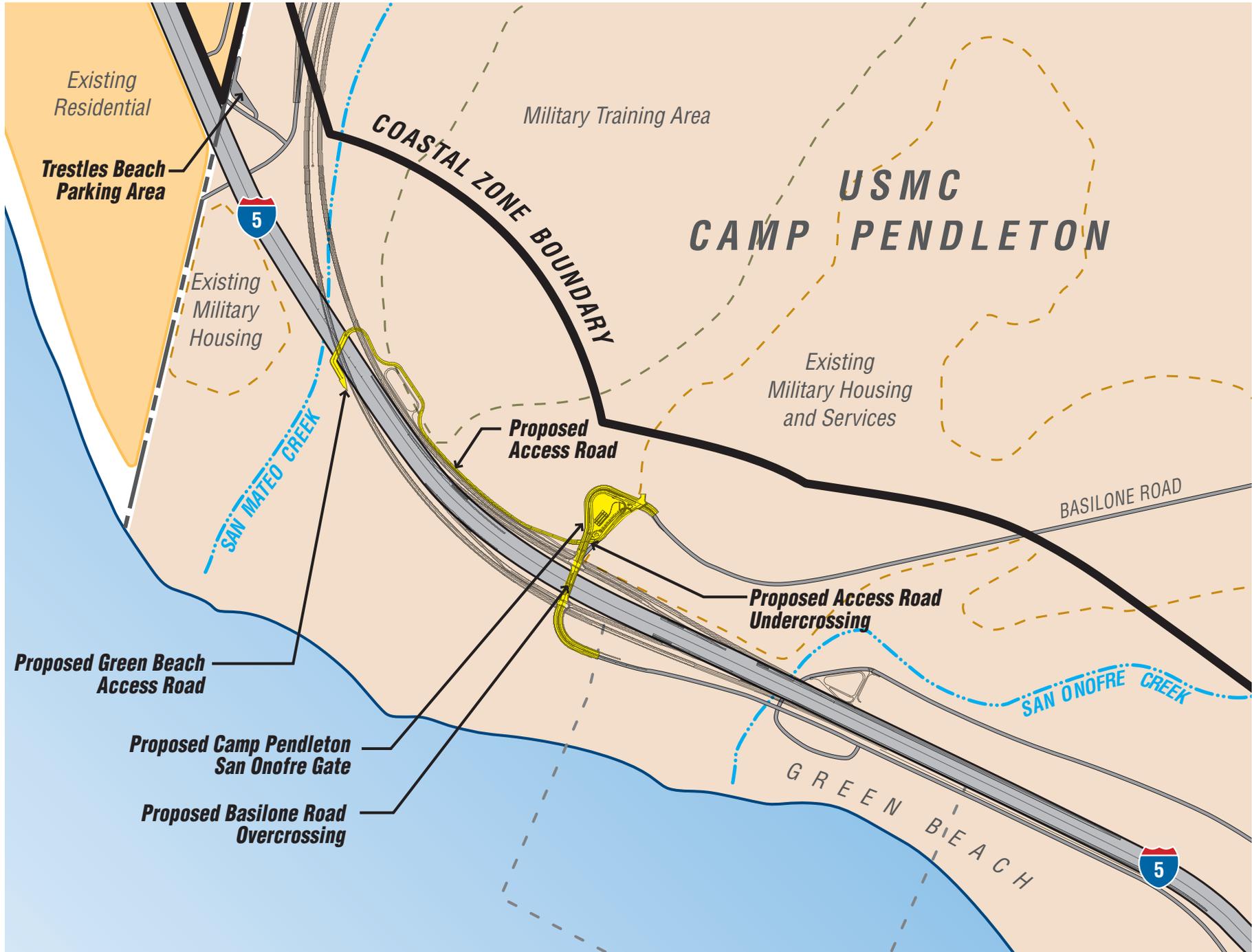
THIS PAGE INTENTIONALLY LEFT BLANK

ENHANCED PUBLIC SAFETY

- **I-5 is now the only major emergency evacuation route for SONGS.**
- **Completion of SR-241 will provide an important and necessary alternate evacuation route.**
- **SR-241 completion improves evacuation capabilities during natural disasters.**
 - Wildfires
 - Flooding
 - Earthquake
 - Tsunami
- **TCA suspends tolls during emergencies.**
- **The project itself provides a firebreak.**
- **Project improves accessibility and response time for emergency vehicles.**

NEW NATIONAL SECURITY AND MILITARY IMPROVEMENTS

- **TCA will incur total costs of \$12-14 million for construction of national security improvements requested by Camp Pendleton to meet current Homeland Security and Anti-Terrorist Force Protection Program guidelines, including:**
 - Realignment of Basilone Road interchange
 - Relocation, expansion and upgrade of Camp Pendleton's San Onofre Gate
 - Realignment and extension of Green Beach military access road to allow military personnel and equipment to travel between Green Beach landing area and the training areas inland of I-5 on an upland.
 - Increases efficiency and flexibility for military training.
- **National security improvements increase project CSS impacts by 2.5 acres.**
- **TCA will pay for mitigation of these impacts within its overall mitigation program, despite the federal nature of these improvements.**



ALTERNATIVES

- **In the early planning stages for responding to the crisis of traffic congestion in South Orange County, a South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative was established to make an exhaustive study of alternatives to address the identified need to lessen traffic congestion on I-5.**
 - The COLLABORATIVE consisted of representatives from:
 - US Environmental Protection Agency
 - US Fish and Wildlife Service
 - US Army Corps of Engineers
 - Federal Highway Administration
 - Caltrans
 - US Marine Corps
 - TCA

- **Both transportation mode and alignment alternatives were studied in depth.**

- **The COLLABORATIVE agreed to advance 23 alternatives for further technical evaluation and of those, 16 alternatives were advanced by mutual agreement of the members for further analysis in the Draft EIS/SEIR.**



ALTERNATIVES

■ The I-5 widening alternative was rejected because:

- To meet project need, I-5 would need to be widened by two lanes in each direction from the San Diego/Orange County line to the El Toro “Y” – approximately 20 miles.
- Widening would necessitate bringing the entire I-5 facility up to Caltrans standards for seismic retrofit and other requirements, including the upgrade of 31 bridges, interchanges and intersections.
- I-5 widening impacts would displace residents of 838 homes and 382 local businesses.
- I-5 widening would still have permanent wetlands impacts.
- No project sponsor has been identified nor is funding available for the required I-5 widening upgrades.

■ The following transportation mode alternatives were studied and rejected because:

- **Light Rail Transit Alternative:** Current and projected multinucleated development pattern with low population densities make light rail infeasible.
- **Increased Commuter Rail Service:** Limited number of stations, dispersed employment centers and residential areas, and service that primarily serves peak commuter periods will not meet project need.
- **Increased Bus Transit:** Low ridership in south Orange County is not attributable to the unavailability of bus service, but to demographics, land use patterns, low densities, dispersed employment centers, cost, and a circuitous arterial road system and hilly terrain.

ALTERNATIVES

- **Within Camp Pendleton, the Department of the Navy mandated that the alignment hug the north San Diego County line as closely as possible.**
- **The proposed alignment within Camp Pendleton is the only alignment acceptable to the Navy.**
- **Other alternative alignments within Orange County were rejected for a variety of reasons:**
 - Greater wetland impacts.
 - Need to avoid Pacific pocket mouse habitat.
 - Poor traffic performance.
 - Greater open space/connectivity effects.
 - Community disruption.
 - Displacement of residents.
- **The selected alignment is the “least environmentally damaging, feasible alternative” and all feasible mitigation measures have been incorporated into the project (Coastal Act Section 30233).**
 - Permanent wetlands impacts have been minimized to 0.16 acre.
 - Habitat mitigation areas have been expanded.
 - Habitat management plans ensure success of mitigation sites.
 - Extraordinary water quality measures have been designed into the project.
 - TCA is continuing to research ways to enhance the project (such as financial contributions to increase coastal recreation opportunities and decrease carbon emissions).
 - ‘Threads the needle’ between various habitats, cultural areas, and open space.

Project Supporters

Since June 2007, more than 7,800 elected officials, appointed officials, organizations, and residents have added their names to TCA's support list for completion of State Route 241. To view the entire list, visit: <http://www.ftcsouth.com/home/supporters.asp>

ELECTED OFFICIALS – FEDERAL

Rep. John Campbell, Irvine
Rep. Ken Calvert, Corona
Rep. Gary Miller, Diamond Bar
Rep. Darrell Issa, San Diego
Rep. Ed Royce, Fullerton

ELECTED OFFICIALS – STATE

Sen. Dick Ackerman, Irvine
Sen. Bob Margett, Arcadia
Sen. Mark Wyland, Carlsbad
Assemblyman Chuck DeVore, Irvine
Assemblyman Mike DuVall, Brea
Assemblyman Martin Garrick, San Diego
Assemblyman Bob Huff, Diamond Bar
Assemblyman George Plescia, San Diego
Assemblyman Jim Silva, Huntington Beach
Assemblyman Jose Solorio, Anaheim
Assemblyman Todd Spitzer, Orange
Assemblyman Van Tran, Westminster
Assemblywoman Mimi Walters, Laguna Niguel

ELECTED OFFICIALS – LOCAL

Supervisor John Moorlach, County of Orange 2nd District
Supervisor Bill Campbell, County of Orange 3rd District
Supervisor Chris Norby, County of Orange 4th District
Supervisor Patricia C. Bates, County of Orange 5th District
Mayor Carmen Cave, Aliso Viejo
Councilman Harry Sidhu, Anaheim
Mayor Patsy Marshall, Buena Park
Mayor Pro Tem Jeff Miller, Corona
Councilman Leroy Mills, Cypress
Mayor Pro Tem Lisa Bartlett, Dana Point
Councilman Joel Bishop, Dana Point
Mayor Diane L. Harkey, Dana Point
Councilman Randal Bressette, Laguna Hills
Councilman Joel Lautenschleger, Laguna Hills
Mayor Pro Tem Paul Glaab, Laguna Niguel
Councilwoman Linda Lindholm, Laguna Niguel
Councilman Robert Ming, Laguna Niguel
Councilman Peter Herzog, Lake Forest
Caroline Getz, Lake Forest
Councilwoman Trish Kelley, Mission Viejo

Mayor Pro Tem John Paul Ledesma, Mission Viejo
Councilman Lance MacLean, Mission Viejo
Mayor Gail Reavis, Mission Viejo
Councilman Keith Curry, Newport Beach
Councilman Jack Feller, Oceanside
Mayor Carolyn Cavecche, City of Orange
Mayor Pro Tem Jon Dumitru, City of Orange
Councilman Mark Murphy, City of Orange
Councilman Neil Blais, Rancho Santa Margarita
Mayor Pro Tem Gary Thompson, Rancho Santa Margarita
Councilman Jim Thor, Rancho Santa Margarita
Councilman Joe Anderson, San Clemente
Mayor Jim Dahl, San Clemente
Mayor Sam Allevalo, San Juan Capistrano
Councilman Thomas W. Hribar, San Juan Capistrano
Mayor Pro Tem Joe Soto, San Juan Capistrano
Councilman Jerry Amante, Tustin
Mayor Lou Bone, Tustin
Councilman Doug Davert, Tustin
Councilman Rich Freschi, Villa Park
Former Councilman Robert McGowan, Villa Park
Councilwoman Deborah Pauly, Villa Park
Mayor Rich Ulmer, Villa Park
Councilwoman Jan Horton, Yorba Linda
Director Mary Aileen Matheis, Irvine Ranch Water District
Director John B. Withers, Irvine Ranch Water District
Director Larry D. Dick,
Municipal Water District of Orange County
Director Wayne A. Clark,
Municipal Water District of Orange County
President Phil Anthony, Orange County Water District
Director Roger Faubel, Santa Margarita Water District
Director Saundra Jacobs, Santa Margarita Water District
President Charles Wilson, Santa Margarita Water District

ORGANIZATIONS

Labor Unions (5)
AFL-CIO
California Labor Federation
California State Council of Laborers
California Teamsters Public Affairs Council
LA and OC Building and Construction Trades Council

Cities (9)

City of Laguna Hills
City of Laguna Niguel
City of Laguna Woods
City of Lake Forest
City of Mission Viejo
City of Rancho Santa Margarita
City of San Juan Capistrano
City of Tustin
City of Villa Park

Authorities (2)

Orange County Transportation Authority
San Juan Basin Authority

Chamber of Commerce (12)

Black Chamber of Commerce
Hispanic Chamber of Commerce
California Chamber of Commerce
Dana Point Chamber of Commerce
Irvine Chamber of Commerce
Laguna Niguel Chamber of Commerce
Oceanside Chamber of Commerce
Orange Chamber of Commerce
San Clemente Chamber of Commerce
San Juan Capistrano Chamber of Commerce
South Orange County Regional Chambers of Commerce
Tustin Chamber of Commerce

Associations (13)

American Society of Civil Engineers/LA Section
Automobile Club of Southern California (AAA)
Building Industry Association/OC Chapter
California Building Industry Association
California Business Properties Association
California Women's Leadership Association
Orange County Board of Realtors
Orange County Board of Supervisors
Orange County Business Council
Orange County Taxpayers Association
California Infrastructure Delivery Council
California-Nevada Conference of Operating Engineers
CELSOC



Transportation Corridor Agencies

www.ftcsouth.com

